

April 22.

THE PACIFIC COD MARKET

There have been no further arrivals of new codfish at San Francisco since last report, the sch. John D. Spreckels having been wrecked March 29, says the Pacific Fisherman. Supplies in this market have so far been light, and while business is said to be of very moderate proportions, the next arrivals should be well received, coming into a rather bare market. The feature of the month has been the fitting out and departure of the spring fishing fleet, and by this time most of the vessels are underway. If fishing conditions are at all favorable, the season's catch is likely to be fully up to that of last year.

Alfred Greenebaum, of the Alaska Codfish Company said today: "Had our sch. John D. Spreckels not been wrecked she would have brought the first of the 1913 catch to reach the market on the Pacific Coast. All our sea-going vessels have sailed for the fishing grounds, the sch. City of Paapeete leaving March 13, and the W. H. Diamond March 19. The volume of business is and has been small, and in the absence of profitable outside markets we are experiencing dull times."

The sch. Galilee of the Union Fish Company, got away March 6, and the Ottillie Fjord, of the Pacific States Training Company on the 19th.

C. P. Overton of the Union Fish Company, spent the latter part of March in Seattle.

LINE TRAWLS FOR STEAM TRAWLERS

According to all accounts the B. C. Fisheries Ltd. will abandon the use of trawls on its Grimsby steamers Triumph and Canada the Fishing Gazette says. The latter vessel arrived at Victoria from the Hecate Strait a day or so ago and is being fitted up with dories like the other Canadian and American vessels. It is understood that the other boats which are being brought out to the Pacific Coast to engage in the halibut trade will be similarly equipped with dories and lines to replace the trawling nets which, owing to the rocky and jagged seabed of the coast waters, have been found unsuccessful. The company has been put to considerable expense in consequence of the damage to the nets and it is stated that Triumph will also be fitted out with dories.

Fulton Fish Market Notes.

There was practically little business in the salt water fish market during the last week, the Fishing Gazette says. Rain from Saturday to Thursday caused buyers to hold off, notwithstanding that as a rule prices were attractive. The market was fairly well supplied with nearly all varieties of fish.

Haddock was quoted at 3 to 4 cents during the week, with the exception of Wednesday, when there were no fish.

There were no western white halibut on Saturday or Monday. The following days the price was a shilling. A new car on Thursday sold at 11 cents and the same figure prevailed on Friday. Eastern white halibut of small and medium sizes sold at a shilling to 13 cents. Some extra large fish brought 5 to 6 cents.

Hake was not on sale during the week.

Mackerel were quoted at 65 to 75 cents on Saturday. During the remainder of the week, 50 to 55 cents was the quotation. Many small shipments were received from Chincoteague, Va.

Pollock was plentiful and low in price. On Monday and Tuesday sales were made at 3 cents per pound. During the remainder of the week the quotation was 2 1/2 to 2 cents per pound.

Cod.—The only days on which market cod was for sale was Saturday, Wednesday and Thursday. On the first day mentioned the price was 3 cents and 4 cents on Wednesday and Thursday. Steak cod sold at 5 to 6 cents during the first four days of the week. On Thursday and Friday the price was 6 to 7 cents.

Ice Bad at Fortune Bay.

Reports from Newfoundland received this morning state that the ice conditions at Fortune Bay are the worst experienced for many years. At present the entire fishing fleet is imprisoned in the Bay by immense floes of ice, which means that the vessel owners and crews will suffer on account of being unable to proceed to the grounds. At Grand Banks the conditions are somewhat similar and all the vessels are still icebound. The catch for the entire West Coast of Newfoundland during the winter months is reported to be a dismal failure, many boats failing to make both ends meet. However, reports just to hand by message to this office say that the fishermen are now doing well, and expect a banner season. It will require big hauls to reimburse them for the winter's losses. A year ago certain vessels took as high as 1000 quintals, but up to the present the same vessels have only 300.—North Sydney Herald, April 16.

Ready to Launch.

The new lobster smack, to be called the Conqueror, a sister boat to the one recently launched at Rockport, is nearly ready and will take her initial dip at Waddell's yard, Rockport this week. Both boats will run along the coast, bringing cargoes of lobsters to Boston and it is believed will do a great deal in keeping the market supplied.

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MORE LIGHT ON HALIBUT STRIKE

The strike among the Vancouver halibut fishermen has at last been amicably settled. A. L. Hager, manager of the New England Fish Co. and the Canadian Fishing Co., Ltd., returned from Seattle yesterday, and announced on arrival that the negotiations looking towards a settlement of the dispute had terminated satisfactorily for both sides. In consequence the steamers New England and the Kingfisher left for the halibut banks yesterday afternoon and the Manhattan will follow as soon as a few necessary repairs have been completed and the vessel is prepared for commission.

The New England and the Canadian Fishing Companies—the two concerns which have been opposing the closed shop principle, which was the bone of contention—have arrived at a compromise agreement with the fishermen's union. The men who have been working on the companies' vessels during the progress of the strike are to be given the privilege of joining the union and receiving the union rate of wages, one and one-fourth cents a pound on catches, or of working on the British bottoms at one and a half cents a pound until June 15, after which date the Canadian Fishing Company agrees to engage union fishermen only.

"Although the agreement does not call for the employment of our old men," Mr. Hager commented, "we have decided to give the Vancouver men the preference over those we have brought from the east. The compromise is quite satisfactory to both parties."

It is stated that the New England Fish Co. has not been handicapped to any great extent by the strike, as fish have not been very plentiful during the past few months and consequently was not over anxious to operate its

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Craft Fitting Out.

Sch. Lucinda I. Lowell is fitting for fresh halibuting under command of Capt. Donald McCoish.

Sch. Preceptor is fitting for halibuting under Capt. John Campbell.

Sch. Esperanto will go south sein-ing under command of Capt. Ambrose Fleet.

Sch. Agnes will be commanded by Capt. James MacLean, mackerel sein-ing.

Capt. Charles Forbes who commanded sch. Georgia, mackerel sein-ing last season will fit steamer Bessie M. Dugan for sein-ing.

Capt. Felix Hogan will take command of sch. Elk and fit for the fresh halibut fishery.

Porto Rico Fish Market.

During the week under review, our markets have not experienced any material change, demand being only of a moderate character and supplies quite sufficient for present requirements. Steamers on the way are reported to bring for the three ports some 1100 casks, mostly codfish, and another sail cargo is due at Ponce, so that we can hardly expect more than a bare maintenance of present values. On usual net ex-wharf basis, we quote as follows: Codfish, \$31 to \$31.50 per cask of 450 lbs.; pollock and haddock, \$23 to \$23.50 per cask of 450 lbs.

Reported April 8, by S. Ramirez & Co., San Juan, Porto Rico.

Pensacola Arrivals.

Arrivals at Pensacola last week were as follows:

For Warren Fish Co.: Amy Wixon, 10,000 snappers, 7380 groupers; Silas Starns, 8745 snappers, 8975 groupers; Chicopee, 12,875 snappers, 5190 groupers; Clara P. Sewall, 12,335 snappers, 9840 groupers.

For E. E. Saunders & Co.: Cavalier, 16,210 snappers, 9760 groupers; Wallace McDonald, 2405 snappers, 1410 groupers; Sheffield, 10,690 snappers, 7215 groupers. Very little mackerel came in this week.

Lockport Fishing Notes.

The catch of the Lockport, N. S., fleet last week was very good. Fish were plentiful, and the crews shared from \$20 to \$30 per man. Some of the trawlers landed from 6000 to 9000 pounds per day. The total catch for the week was 160,000 pounds.

Prices are \$2 for steak cod; \$2 for haddock; \$1.50 for market cod; \$1 for shack.

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More Mackerel Today.

The southern boats and traps are still taking a few mackerel, eight crafts being reported in at Chincoteague yesterday with catches from 50 to 200 large mackerel each.

Some 1500 fish in count were received at Fulton Market, New York, yesterday from the south.

Gill Netters Go Back.

John Lang and John Chaffee who have been engaged in the gill netting fishery in the steamer Harold have returned with their families to Fayette, Michigan.

Nick Giamanico now in command of steamer Hope will take the Harold.

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CAPT. SMITH HAS PLAIN WORD TO SAY

Recalls Attitude of Wool and Shoe Men on Reciprocity.

The following communication from the pen of Hon. Sylvanus Smith regarding the discomfiture of the boot and shoe and woolen manufacturers who claim to be hard hit by the new tariff, and recalling their stand for reciprocity some two years ago, when Gloucester prepared to "take her medicine," is in the familiar pungent style of that well known authority on fisheries and legislation pertaining to them and cannot fail to prove most interesting reading

The captain writes:

To the Editor of the Times:—During the past month the leading daily papers of New England have given much space to the protests of the boot and shoe men and woolen manufacturers of Massachusetts, over the proposed reduction in the tariff, which threatens to injure their industries in common with that of the fishing business.

While it is a fact that the proposed revision of the tariff will spell hardship for our industries, in our chagrin over the probable reduction (and in some cases free entry of Canadian fish) we have a peculiar feeling of contentment mixed with our regrets.

It is now some two years since the (so called) Reciprocity Treaty, which was accepted by this country but afterwards defeated by Canada, was a great issue in the politics of Massachusetts. This proposed treaty threatened to wipe out our industry, placing as it did almost every form of fish and fish products on the free list.

These same manufacturers, particularly those of the shoe towns and the cities in the Merrimac valley (the woolen mills) were very active on this issue, favoring Reciprocity, which while not materially advantageous to them, was to work a great injury to our fishing industry.

Was it not these same manufacturers, now so loud in their protests, who instructed their representatives in the General Court to defeat Senator Lodge for re-election if he did not assure his support to the (so called) Reciprocity Treaty?

All through Massachusetts, through the shoe towns and woolen manufacturing cities went the slogan "what is Gloucester kicking about?" and "let Gloucester take her medicine." It would seem that these same shoe manufacturing towns, and cities of the Merrimac valley engaged in the textile trades are making an exceedingly wry face as they prepare to take the same medicine that they were so anxious that Gloucester should have.

It is indeed unfortunate that the great manufacturing industries of our state are so hard "hit" in the new tariff. We in Gloucester see disaster in competing with Canadian fish as proposed by the new tariff, yet in our misery we have a small comfort, the manufacturers who were so generous(?) as to offer Gloucester as the lamb of sacrifice but two years ago are even louder in their squeals than were we as we prepared to "take ours" some two years ago.

Our fishing industry occupies a po-

sition somewhat different than many of the great industries of Massachusetts and while we are affected (as are they) by cheaper cost of labor in other countries etc., together with different standards of living in competing countries, we are also even more affected by natural conditions, over which we have no control.

The fisheries are hazardous and the men engaged in them almost continually have their lives in their hands while they seek to drag forth what (from a manufacturer's standpoint) would be a miserable pittance from the ocean.

Storms and long continued gales, head winds, lack of bait, etc., are a few of the things that make our industry uncertain and no man can figure the cost of production with any degree of certainty as can be done in manufactured goods. Even when the fish are caught and landed upon the wharves, (the salt variety), weather conditions enter into their curing for market, so it will be seen that we have more than the usual conditions with which to contend.

Our fishermen are obliged to go to distant fishing grounds for their catch, while our Canadian competitors fish along the shores of Nova Scotia and within easy reach of home ports and the length of voyages to them is greatly lessened. The summer climate of the Provinces is peculiarly adapted to curing fish while ours threatens to burn or to turn the product red.

Unlike the wage scale of manufacturing industries ours, (at least the actual production), is wholly upon a co-operative basis where the owner and fishermen are equal partners in the voyage, each sharing alike in the proceeds of the catch; a duty upon fish and fish products is a direct benefit to the actual fishermen inasmuch as he is a full fledged partner.

The manufacturer can cut his wage scale and thus lessen his cost, but in the fishing industry there is no wage inasmuch as it is share and share alike.

With the duties assessed on fish and products of the sea in the past 20 years our industry has barely survived, while the protection afforded to manufacturers has enabled them to pay enormous salaries, pay large dividends, as well as to greatly increase their plants by capitalizing their profits.

It was in 1792 that a grateful nation, to reward her fishermen for their great service during the Revolution

passed a Bounty Bill whereby each craft engaged in the cod fishery was to receive \$4.00 per ton (vessel tonnage), to be divided equally among the owner and fishermen.

In 1867, at the request of the fishermen, this bounty was withdrawn; the new treaty, or rather the tariff arrangement, assessed a duty on fish and fish products from the Provinces which we considered quite sufficient for the protection of the New England fisheries.

During the former arrangement Canadian fish were "duty free" but we were then enjoying a bounty.

In the settlement of the Alabama claims our Government found a balance of some \$5,500,000.00 and this money, (morally belonging to the fishermen of New England) was paid over to England, (by a commission meeting at Halifax) to purchase certain rights in the waters of Canada which we never obtained.

This money, \$5,500,000.00, was set aside by England to pay her Canadian fishermen a bounty; our money, the money rightfully belonging to fishermen of New England, is now and ever since 1872 has been bounty money for Canadians—does it not seem that Gloucester asked duties on fish products from Canada with at least some rights?

Fish is not a trust controlled product. The prices paid by the consumer from time to time are wholly regulated by supply and demand and when the price is high and the commodity scarce, the consumer can be assured that the fishermen, risking their lives to obtain it, received no more than what they are justly entitled to for the risk and toil.

Even in the most prosperous times our industry can hardly be considered a profitable one; the very nature of the business, the risks and great uncertainty involved make the returns small and we depend wholly upon the duties assessed our competitors for our very existence.

Yes, it looks as though we were to take some very bitter medicine if the proposed tariff becomes a fact, but in taking it we will nevertheless have a feeling of elation as we note the squeals and shrieks of our great shoe cities and woolen manufacturing towns, as they get ready to "take theirs."

SYLVANUS SMITH.